

THE RIO NEWS.

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Vol. XIV.

RIO DE JANEIRO, JANUARY 15TH, 1887

NUMBER 2

OFFICIAL DIRECTORY

AMERICAN LEGATION.—57, Rua das Laranjeiras.
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H. C. TUCKER, Pastor.
Portuguese services: Sunday School 10 a.m.; preaching
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o'clock p.m. Sunday School at 10 o'clock, a.m. English
services on the 1st [17 p.m.] and 4th [11 a.m.] Sunday of
each month.

TRAVELLER'S DIRECTORY

RAILWAYS.

* DOM PEDRO II.—Through Express: Train leaves Rio
at 9 a.m.; and is divided at Belém into Central, and S. Paulo
branches; former arrives at Barra do Piraí 7.25, Barra Rio
9.45 and Lafayette (terminus) at 5.30 p.m. later arrives at
Barra at 7.10 a.m. and Cachoeira, where passengers for S.
Paulo must change, at 11.25. From Barra Rio train leaves
at 9.20 a.m. and arrives at Barra Novo at 11.25. Barra
Novo, train leaves Lafayette at 7.30 a.m. Cachoeira
(S. Paulo branch) 7.10 p.m. Barra Novo at 1.15 p.m. Barra Rio
3.45 p.m. Barra at Barra at 5.30 a.m. and Rio at 8 p.m.
* Limited Express, leaves Rio at 7.10 a.m.; arrives at Barra
at 10.25; Barra Rio at 12.25 and Barra Novo (terminus)
at 6.55 p.m. S. Paulo branch leaves Barra at 11.25 and arrives
at Cachoeira at 6.25 p.m. From Barra Rio train leaves at
7.15 p.m. and arrives at Barra Novo at 6.55. Barra Rio
train leaves Barra Novo at 5.50 a.m. Cachoeira 6.45
and Barra Rio 6.20, arriving at Barra at 11.25 and 11.57 p.m.
Rio at 5.10 a.m.
* Mixed Trains, leave Rio at 3.25 and 6.20 a.m. 3.45 and
5.15 p.m. first goes to Barra Rio arriving at 8.03 p.m. second
and third to Barra arriving at 9.10 a.m. and 3.45 p.m. and
10.10 to Barra arriving at 7.25. Barra Rio, train leaves Barra
at 4.20 a.m. arriving at Barra 6.17 and Rio at 3.20 p.m.
leave Barra at 4 a.m. and 5.30 a.m. arriving at Barra at 9.15 a.m. and
1.45 p.m. and leave Barra at 5.10 a.m. arriving in Rio at 7.50.
* Night Trains: Train leaves Rio at 10 p.m. every Friday,
arrives at Barra at 12.30 and Barra Novo at 5.10 a.m. Barra
Novo, train leaves Barra Novo at 10.50 p.m. every Monday,
arriving at Barra at 3.15 and Rio at 5.10 a.m.
* S. PAULO AND RIO.—Train leaves Barra at 12 p.m.
arriving at S. Paulo at 6.10 p.m. Barra Rio, train leaves
Barra at 6.45 a.m. and arrives at Barra at 12.15 p.m.
where passengers change in the D. Pedro II line.
* CANTAGALLO R.R.—Leaves Nilópolis (Sant'Anna)
6.30 a.m., arriving at Nova Friburgo 10.35. Candelária (1 hour
per trainway from Cantagallo) 12.45 and Barra Rio 1.45 p.m.
Return train leaves Barra Rio 10.05, Candelária 11.05 and
Nova Friburgo 11.05 p.m., arriving at Nilópolis 5.00 p.m.
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* CORCOVADO R.R.—Trains leave the Station at Coque
Valle, Lamerigos, at 6, 8, 10, and 12 a.m. and 2, 4, and
6 p.m. on Sundays and holidays; and at 8 and 12 a.m. and
at 4.30 and 8.20 p.m. on week-days.
* PETROPOLIS STEAMERS AND R.R.—Steamers leave
Petropolis at 4.15 p.m. every day, and 7.30 p.m. Sundays
and holidays. Return train leaves Petropolis at 7.15 a.m.
every day, and 10 p.m. Sundays and holidays. Mixed
train leaves Rio at 10 a.m. (downward from Petropolis) 12.15
p.m., week-days only.

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Ressaca, No. 139, from 10 to 3 p.m.
Dr. Alexandre Calaza—Surgeon and Physician.
Office, Rua Primeiro de Março No. 22. From 10 to 3 p.m.
Residence, Rua de S. Francisco Xavier No. 47.
Dr. W. J. Fairbairn; Al. D. Edin; Surgeon and
Physician. Office: Rua de S. Pedro, No. 21 from 11 to
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THE RIO NEWS

PUBLISHED TRIMONTHLY

for the mail packets of the 5th, 15th and 25th of the month.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, JANUARY 15th, 1887.

WE are glad to record a great diminution in the cholera epidemic which has been devastating the Argentine Republic. In Cordoba it has quite disappeared, and in Rosario nearly so. In Mendoza, Tucuman, and other interior places, there has been a decided decrease in the number of deaths. In Buenos Aires, however, the decrease has not been so great, owing probably to the bad sanitary condition of the place, but fortunately the epidemic has been comparatively light in that city. Nothing definite, however, can be said about the ravages of the disease in the colonies and small towns. It is known that many of these places have suffered severely, but in the absence of reports nothing is known of the mortality, nor of the present status of the epidemic. In the absence of physicians, it is highly probable that the country places have suffered severely, and that nothing whatever has been done to check the advance of the disease. Like his Brazilian brother, the Argentine *medico* loves to live in town where he can find congenial companions and dabble in politics. According to latest reports cholera has broken out with great virulence in the province of Aconcagua, Chili, the deaths in S. Felipe, a city of 10,000 inhabitants, numbering 62 on the 11th inst. The difficulty of opposing any effectual barrier to the spread of the disease by land, will probably lead to a general epidemic throughout the republic, whence it may be expected to extend to Peru and the republics of the north. Notwithstanding all favorable reports, and the greatest precautions, the disease continues to make victims in Montevideo, and is said to have broken out in Frey Bentos, where the Liebig meat extract company is located. There is now very slight chance of preventing the disease from spreading throughout Uruguay, and into the province of Rio Grande do Sul as well. No news have been received from Paraguay and Matto Grosso for a long time, those places being almost absolutely cut off from the rest of the world. As for the preparations here against an invasion of cholera, nothing has yet been done outside of quarantine precautions and official nourishment. The sanitary authorities have been providing themselves with uniforms, and are busy enough in spending the appropriations to effectually bar the cholera out. But whether uniforms and long-headed discussions will serve us so good a purpose is not at all certain. Fortunately for Rio de Janeiro, Jupiter Pluvius is now doing more for the

cleansing of the streets, than are the sanitary boards. The frequent heavy rains which have fallen have done much toward putting the city in a fair condition for the summer, though the back streets and *cortiços* are still far from what they should be.

THE question which a Pernambuco correspondent raises in another column is one of peculiar difficulty as well as of evident injustice. It has been clearly apparent for a long time that over-production is bringing about a crisis in the sugar-growing industries of the world, and that heavy losses must inevitably ensue. As it is not easy for a sugar planter to turn his attention to something else because of the expensive plant required, the manifest policy for every provident country should be not only to discourage the extension of the industry for the present, but to take all proper steps to assist sugar planters to preserve their estates from ruin. Neither of these measures has the Brazilian government adopted. At the very same time that sugar estates in the West Indies were being abandoned and the European papers were chronicling failures of sugar houses because of this over-production, the Brazilian government continued to invite an extension of production here by the offer of interest guarantees on central usines. And then, when the inevitable pinch came, when dull markets and extremely low prices threatened the planters with ruin, this same government placidly continues its heavy tax on the exported product and its other vexatious taxes on materials used in the industry. Instead of granting the relief which it could easily have done by the suspension of export duties on sugar, it deliberately declines to do this because the Treasury can not spare the revenue. Aside from the suicidal policy of continuing a heavy and mistaken tax on an overweighted industry, the course pursued by the government in this emergency is extremely prejudicial to its own interests. The minister of finance says that he cannot spare the revenue derived from the export duty on sugar. Let us see. According to the last finance *relatorio* the 1884-85 export of sugar amounted to 274,311,419 kilogrammes, officially valued at 22,699,544\$—this amount being a correction of a typographical blunder in the report. The national export duty of 7 per cent. on this export yields 1,588,968\$. If now we turn to the last agriculture *relatorio* we find that the government had conceded interest (nearly all 6 per cent) on 33 central usines, with an aggregate capital of 21,800,000\$. The actual interest liability of the Treasury on this capital is 1,332,000\$. The minister has authority to grant further guarantees up to an aggregate capital of 30,000,000\$, on which the minimum interest liability will be 1,800,000\$. Supposing, however, that he does not increase this liability, the Treasury will have an estimated revenue on sugar exports—which must tend to decrease—of 1,588,000\$, and a fixed liability for guaranteed interest on 33 unprofitable central usines of 1,332,000\$, leaving a net revenue balance of 256,000\$. And this insignificant sum the minister can not spare! The alternative is perfectly clear. If present conditions continue, the private sugar planters will be either crippled, or ruined, either of which will diminish exports and decrease the revenue. The central usines will also suffer, but having an interest guarantee they will continue operations at a loss, which will be made good by the Treasury. Low prices and heavy taxes will therefore operate to make the Treasury liable for the whole amount of guaranteed interest, and this total will unquestionably soon exceed the diminishing receipts from export taxes. The prospect is, therefore, that the minister will

soon be paying out 130 in order to save even less than 100, and will have nothing but parasitical industries left to lean upon.

DURING the years in which this paper has been published we have had occasion to chronicle a great many acts of injustice and to describe a great many scenes of misery in connection with the subject of immigration, but few, if any, have ever approached the story of want and suffering which is transcribed in another place from the columns of the *Correio de Santos*. Had we told this story ourselves, based upon our own observations, it would have been promptly met by that now threadbare counter-argument that we are enemies of the country and are seeking to do it all the injury we can. We take the story, however, from a paper against which no such charge can be made, and did our space permit we might add to it a column of comments from the *Diario de Santos* of the following day, confirming and adding to the tale of misery and injustice so briefly told by the *Correio*. Some days ago the *Pais*, of this city, characterized this case as a shame and disgrace to the country; now our colleague may well call it a heinous crime. These poor immigrants—very nearly 300 in number—were landed in Santos on the 26th ult. in a heavy rainstorm, and were left without food and shelter for many hours. Finally they were allowed to enter the Carmo convent for shelter, where it now appears they have been left to shift for themselves as best they can. Utterly destitute, weakened by a long sea voyage and quarantine which would severely try people better provided than themselves, and suffering from exposure, hunger and neglected ailments of every kind and description, these poor people have been turned into a cheerless old building without fires and bedding for their comfort, or food and medicine for their necessities. These people are Italians and are from the lower classes, where they have probably known something of privation and suffering; but we doubt whether they have ever known hardships like these. Whatever may have been their former condition, however, it should have been the first duty of every Brazilian to see that no such condition of want and neglect should attach to their lives here. For years Brazil has been persistently and industriously carrying on propagandas in Europe for the acquisition of immigrant laborers. Even now, contracts are in operation for the introduction of thousands of them, on which the government is actually paying subsidies in the shape of passage money. The country has been painted with all the colors of the rainbow, and life here has been described as one long gala day. And there have not been lacking those who felt justified in assuring the world that the province of São Paulo actually guarantees "two good sound meals a day" to the suffering poor of Europe. And yet, here are three hundred of them starving and suffering every privation within the very doors of that arcadian province! There have been not a few cases of cruelty and neglect recorded against the people of that province in their treatment of colonists, but there have been none more harsh and inexcusable than this. São Paulo is one of the richest provinces of Brazil, and Santos—a city of 10,000 to 12,000 population—is her principal seaport. For the last three or four years there has been a constant agitation among her planters and capitalists in favor of labor immigration. Assuredly, then, there can be no excuse for this absolute lack of food and shelter at the very spot where the poor immigrant must land! The true reason is, we fear, that all this neglect and injustice grows out of the fact that Brazilians are really destitute of those truly humane

feelings which lead men to provide for suffering and destitution. The Brazilian planter wants immigrants, but more as slaves than free men. And he will look upon them and treat them just as he has been accustomed to treat his slaves, and their privations and necessities will make no more impression upon him than one of his slaves under the lash of his overseer. There are cruelties and injustice growing out of passion, which may be righted when cool reflection comes; and there are cruelties and injustice growing out of sheer indifference to the rights and feelings of others, which are never righted. These repeated acts of neglect and bad faith indicate the class to which they belong.

THE policy adopted and pursued by the government in this new quest for immigrant laborers is one which can hardly commend itself to any disinterested and thoughtful mind. In the first place, that member of the ministry who is chiefly responsible for it, Councillor Antonio Prado, is a large São Paulo planter who is trying the experiment of employing immigrant laborers under contracts on his plantation. His father and brother are also extensive landholders and planters, and the latter is the chief promoter of an enterprise for procuring large numbers of immigrant laborers for his native province. The minister is connected, also, with other important planters, all of whom are interested in procuring laborers only, not new citizens. Under these conditions, the minister of agriculture offers to pay the passages of all immigrants who come to Brazil to work on the plantations, such passages to be paid only after the immigrant is safely located and, of course, bound by contract. For such immigrants, however, who do not come to settle on the great plantations, but who have a purpose of buying and cultivating land for themselves, or engaging in some industrial occupation,—for these the minister has no such favors to offer. If the government has the means at its disposal, it will pay a part of their passages, and it will give them the customary food and shelter here on arrival and free transportation to the place where they wish to settle. This discrimination between laborers and settlers is one which can not fail to excite surprise, for it is the very reverse of the policy which economists consider to be best for a new country. And it is one more proof of the assertion that Brazil does not want new blood and new citizens, but a class of mere laborers as near a servile condition as possible. Such a policy can not fail to be most disastrous in the end, for it adds nothing to the actual wealth and strength of the country, while it helps preserve for a short time longer a rotten and reactionary system. The country is full of slaves and semi-slaves; what can it want of more? It has hands enough for ten times its product; why not use them? And it has unoccupied lands enough for thousands of small cultivators; why not encourage the immigrants to take them up and cultivate them? In connection with this subject of paid passages, we received a bit of information the other day which illustrates how vicious and wasteful the whole system is. A young Portuguese returned to Brazil the other day, and on the steamer was a large number of his own countrymen who were either returning to Brazil, or were coming out for employment at their own cost and risk. They were simply 3rd-class passengers, and had paid their passages from their own pockets. And yet, on their arrival here some of them found that they had been classed as "immigrants" so that the steamship company could collect subventions from the government on their behalf. These are scandalous abuses, of course, but when

the government opens the way for them, and what do we expect? No doubt the companies will make good things of it, and as the planters are permitted to have their own way there will be no one to complain.

(Continued.)

THE PAST YEAR.

The overwhelming majority of the cabinet in the Chamber of Deputies and successive prolongations of the legislative session, enabled the finance minister to pass his budgets for 1886-87, and, by an amendment, to combine the civil and fiscal year after January, 1888. This action had become absolutely necessary, for the Chambers meeting in May, and the fiscal year expiring in June, it has been found impossible so to control debates as to permit the legal passage of the budget through the Chambers. Further amendments were also passed, all tending to increase taxes and duties, and the usual authority for issuing paper money in cases of emergency, and treasury bills in anticipation of revenue, were conceded.

A surtax of 5 per cent. on every item of public revenue was imposed on 1st July. This new tax is to be so divided that one-third becomes available for immigration purposes, and two-thirds are appropriated to emancipation purposes, but under such ridiculous conditions that this part will probably never be withdrawn from the general revenue.

The list of loans, new companies, etc., is too extensive for our space and we therefore give only the most important.

banks.	capital
Banco Delcredere	2,000,000
Commercial de S. Paulo	2,000,000
Internacional	20,000,000
Commercial do Rio (increase)	1,200,000
Banco do Commercio	1,350,000
railways.	nominal amt.
Bragantia 8 1/2% deb.	1,300,000
Bahia and Minas 7 do.	6,000,000
Campos and Carangola 6 1/2 do.	1,500,000
Itaja 6 do.	670,000
Juiz de Fora and Piaui 6 1/2 do.	1,300,000
West of Minas 7 do.	4,400,000
insurance.	capital
Alaia	2,000,000
Bonanza	2,000,000
Vigilância	2,000,000
miscellaneous.	
Alliança cotton mill	1,600,000
Carloca do 7 1/2% deb.	800,000
Confiança do 7 do.	400,000
Brachy cent. sug. 7 do.	500,000
Villa Isabel tram. 6 1/2 do.	300,000
Arroio dos Rios cont. 8 do.	400,000
Bahia tramway	500,000
Assaurado gold mines	4,000,000
Lavoura, Ind. & Coloniz.	2,600,000

The most important operations were the organization of the Banco Internacional and the transfer to the Societ  do Gaz de Rio de Janeiro of the plant, etc., of the Rio de Janeiro Gas Company, Limited. The two operations were closely allied, for it is common report that a large part of the funds paid by the Belgian company will remain in the empire, represented by shares in the bank held by shareholders of the old gas company.

The amount represented by our table above is of course not likely to be at once withdrawn from former investments, or met by savings. The great bank will probably not call up over 50 per cent, and the insurance companies, as a rule, are content to have not more than 5 or 10 per cent. paid up. The wisdom of this manner of doing business is questionable, and we have had some experience of the difficulty in calling up capital when any institution is in difficulties. A more moderate capital, all paid, seems preferable to us.

The table, however, shows that there is money in Rio if proper application be made for it and renders, the recent foreign loan of £6,000,000 still further open to criticism. Brazil can ill afford to pay interest in gold on the large amount due through interest guarantees and on the foreign loans also, and although it may be claimed that the

loan was inevitable, we are still of opinion that even in gold it would have been preferable to have negotiated the loan in the empire.

The currency question seems to be laid aside. Our statesmen are content to repeat the old formulas that only bullion is money—which no one is hardy enough to controvert—and defer any legislation as to banking pending the arrival of the halcyon times of specie payment. This period, under existing circumstances (which we apprehend are likely to continue), seems so indefinitely postponed that we despair of seeing any practical attempt at ameliorating the position of commerce, which is periodically attacked by the even temporary dislocation of a few thousand contos of reis. A national bank law, with an issue of currency based on government stock, becomes annually of greater necessity.

Our table printed elsewhere will show that by the total of exchange reported, which must be very far within the actual amount negotiated, 1886 was of much greater commercial activity than the preceding year. The custom house returns also confirm this; import duties showing a very important increase.

In the budget the deficit for 1886-87 was estimated at 21,773,000\$, but this is likely to be considerably modified. The extra expenses with quarantines, sanitary explorations, etc., will increase it but the increased receipts at the custom houses all over the empire promise an excess over the minister estimate and will reduce it.

The new year opens with alarming reports as to the 1887-88 coffee crop. So entirely dependent is the empire on this almost only means of meeting its foreign obligations that, if the reports so industriously circulated be true, the result must be little short of disastrous to the country. Let us hope personal interest has caused exaggeration in the matter.

Since writing the above the balance sheets of the banks show us that they held on 31st December last only 25,720,000\$ in Treasury bills or that since 31st March there was a maximum reduction of 51,412,000\$.

Finally, the coming *relatorio* of the minister of finance will be replete with interest, for the use made of the two loans can only then be properly appreciated.

BRAZILIAN STATESMANSHIP.

"We that are strong ought to hear the infirmities of the weak." Rom. xv. 1.

To the Editor:

Sir.—In my mind's eye at this moment are two provinces of this great empire, Rio de Janeiro and Pernambuco. The contrast between the conditions of the two is at this time exceedingly marked, and affords a striking example of the neglect of apostolic precept and of the unwisdom with which human affairs are sometimes managed.

In Rio the chief product of the province has risen in price to an extent surpassing the most sanguine hopes, and this, coupled with an abundant crop, has brought a degree of prosperity to the province such as at this present time does not exist in any known part of the world.

But I look at Pernambuco, and what do I see there? There, indeed, nature has been propitious. The season has been most favorable to the two chief products of the province—sugar and cotton—and the yield of both is ample. The prices, however, of both sugar and cotton are low beyond example; so low, indeed, that the unfortunate planters are in despair, and the industries of the province are literally on the extreme verge of ruin.

What is to be done? The planters of the province appeal to the imperial government for some consideration in this their dark day of trial. They ask that the export duty on sugar may be taken off for the present. It is a moderate request. It is a most reasonable appeal. It is supported, not by force, or threats, or clamor, but by the chastened cry of distress and despair.

What is its success? The cry falls upon deaf ears. The minister of finance pleads a *non possumus*. This source of revenue can not be foregone. He condemns the duty as had in principle and indefensible, but at present he *can not spare it*. It is nothing to him that one of the fairest provinces of the empire should be utterly ruined. It is nothing to him that one of the oldest industries, and, in time past, one of the most profitable to the government should be destroyed. It is nothing to him that there is another industry at his door so prosperous that it could with the greatest ease, and almost without feeling it, make good the small deficiency that would be caused by taking off the export duty on sugar.

The minister, forsooth, can not spare the money; and yet at the very time he is throwing away broadcast the resources of the country in fostering—in violation of the most elementary principles of political economy—sickly and unnatural industries, which can only exist by preying upon the very vitals of the country.

There is in this province of Pernambuco a cotton mill for the manufacture of sugar bags. Will it be believed, Sir, that this intelligent minister of finance, who, to save a province from utter ruin, can not give up a small and admittedly indefensible export duty on sugar, willingly gives up—for the sole benefit of the owners of this cotton mill—the export duty on all the raw cotton used at the mill, and all the revenue that would arise from import duties on the manufactured article; and not only so, but compels the unhappy planter to pay to the mill-owners an additional 200 reis for every sugar-bag that comes from the mill! Truly a wonderful policy, and a wonderful minister of finance! And a no less wonderful people, who can tamely submit to such things!

This, however, is but a small specimen of what is going on, on a much larger and rapidly increasing scale, in other parts of the empire. And thus we see this strange sight: a great agricultural country, that does not grow its own food supplies; a sparsely peopled country, whose great want is labor to develop its vast and practically boundless resources; a debt-weighted country, whose finances are becoming hopelessly embarrassed and whose chief revenue is from import duties on manufactures; a country without coal and iron—the essential requisites to success in manufactures;—we see, I say, this agricultural, thinly-peopled, debt-weighted, coalless country, encouraged to turn away its energies from the work which nature and common sense (not to mention the name of Adam Smith) point out as its proper and most profitable pursuit, in order that it may engage in manufacturing industries in which it is hopelessly handicapped, and of which the inevitable result must be, either the ruin of the industries thus artificially fostered, or of the country whose affairs are so wisely administered.

But to return to the unfortunate sugar-planters of Pernambuco, whom, at a great crisis, we have seen appealing in vain to the imperial government.

Years ago my lot was in another land, amongst a simple people, where the white man and his ways were little known. Amongst my acquaintance there was Jumbo. Jumbo was a considerable man amongst his people, and had six wives. One of these, Zoe, the youngest and the fairest, he had lately married, and for her he had a great and tender love. Zoe was a gentle but delicate little woman, as fragile as she was fair, and Jumbo, who was a great strong man, seemed to love her the more tenderly for her very weakness.

But trouble came to Jumbo. A great storm of wind struck his house, and levelled it with the ground. To repair the ruin poles must be had from a distant forest. For a supply of these Jumbo one day, according to the custom of his people, sends his wives. Along with them he sends his trusted slave, charging him to see that *no wrong* be done to his beloved Zoe. The poles are cut, and the slave, mindful of his master's charge, and at the suggestion of the strongest of the women, arranges the poles in six equal loads. The strong women receive their loads, and blithely start homewards. Poor Zoe is dismayed. In silence she receives her load, and tries to follow her companions. Bravely but sadly she struggled on till she came to the ascent of the hill on which their village stood. There the task proved too great for her, and

she sank beneath her load. Jumbo was waiting to receive his wives, but where was his beloved Zoe? He hastened to the spot where she still lay beside her load. The fatal truth flashed upon his mind. Through a mistaken notion of *equity* his darling had been overloaded and undone. Zoe cast upon him a sad, reproachful look, which haunted him till his latest day; but she was no longer to be his wife. He cursed his stupid slave; he bitterly cursed himself; but all in vain. He took her up in his arms, and gently bore her to his house, but that night she passed away. Jumbo lived, but the light of his life was gone. He turned away from his wives, and his house was left unfinished. He drooped; but before he followed his beloved Zoe he made this bitter confession: "I possessed a precious jewel which I had not sense enough to guard, and, as I deserved, I lost it."

Good Sir, the story I relate
This lesson plainly carries:—
Statesmen by folly may undo
And lose fair lands misgoverned.

AN OBSERVER.

Pernambuco, Dec. 16, 1886.

IMMIGRATION SCANDALS.

Some two hundred Italian immigrants that arrived lately from Buenos Aires for the colonies, are still wandering about the streets of this city, begging their bread and in the greatest trouble. Not being admitted to the colonies, lest they bring the epidemic with them, they are forced to remain in this city, and yet the municipal managers of the immigrants' home will not admit them there. This is a matter that demands immediate action, and that whatever be done now, must materially injure our reputation for hospitality in the opinion of those we profess to be so anxious to bring to this country. Let us hope that the Central Immigration Office may not send any more immigrants here till it be ascertained whether they will be received at the colonies or not. We hear the municipality have sent the new arrivals to the tents outside the city. — *Kosario Reporter*, (Argentine Republic), December 21, 1886.

From the *Correio de Santos*, January 7th.

IMMIGRANTS.

Immense tasks prevent us from minutely treating to-day of the unhappy immigrants, lodged in the Carmo convent.

The appearance of the place where these poor people are placed, for five days heaped-up, abandoned to all the terrors of misery, is appalling to the soul.

Men who but a week ago were robust and full of life are now discouraged, invalids, transformed. Miserable women, with the fruit of their wombs recently born, have for beds damp mats spread on the ground, where the children nestle to their squallid breasts. Children, ill, disheartened, corpse-like, are met at each step, some of them suffering from epidemic diseases.

And all these unfortunates, besides being badly lodged, are struggling with the contempt of the authorities, with thieves, and even with hunger!

Their clothes are the same with which they left the ship, and they cannot change them for others, because their boxes are imprisoned at the railway. This disgusts and horrifies the people of Santos.

If the government does not at once provide for the immediate removal of at least a part of these people, we will have to regret serious consequences. An epidemic force is ready to explode there. Any intensely hot day, such as we have had, and an irredeemable, fatal and great calamity will attack this city.

A NEGRO HUNT IN S. PAULO.

The *Gazeta de Campos* narrates the following inhuman attack on runaway slaves in a *quilombo* near Vallinhos:

Police expedition.—On the day before yesterday (7th), by the mid-day train to soldiers under the command of Corporal Americo Cesar proceeded to Vallinhos to search some runaway slave camps that exist in that neighborhood. On their arrival there the detachment was joined by another formed of citizens fully armed, and the combined force proceeded to the neighborhood of Col. Manoel E. P. de Queiroz's plantation, where it was expected to find the runaways. Yesterday at half past four in the morning they advanced towards a *ranch* close to the Capivari river, and arriving there one of the citizens, Jos  de Godoy, bravely advanced towards a spot where a small dog was barking. The entrance to the *ranch* was obstructed by creeping plants, branches, etc. At this moment the runaways awoke and one of them firing on Godoy, immediately killed him. Then another citizen, Benedicto "so and so," fired at a runaway, who replied in the same manner and prostrated the unfortunate Benedicto. At this the force of citizens fired a volley at the runaways causing the death of the black, Ignacio, slave of Antonio Dias de Almeida, who fell into the river and up to the present the corpse has not appeared. Another was seriously wounded, and yet another slightly in the left arm; the former belongs to

João Vieira da Silva Pompeu, the latter to Francisco A. de Paula Vianna. Another named Roque belonging this Vianna was captured.

Two corpses and the wounded were brought to the Louveira station, whence the commander of the escort telegraphed to the police delegate of this city to send for them at 1.30 p.m. by a special train. Sr. Damaso Xavier da Silva, accompanied by Insigênio João Braga and the police sub-delegate Antonio P. de Aguiar, proceeded there, and placed in the train the bodies and the wounded, returning to this city.

On arriving at Vallinhos the station-master received a telegram from Sr. Hammond, inspector general, ordering the train to return to Louveira at the request of the police delegate of Jundiáhy. Arriving at Louveira a new order was received to proceed to Jundiáhy, where one hour was spent in awaiting the delegate, who arrived, received the corpses, the wounded and the prisoners and had them escorted by soldiers to the barracks, proceeding to the usual investigation and further examinations. The special train that left on this expedition retraced at 7.30 p.m. bringing the authorities, judiciary persons and the representative of this journal.

There is another advantage that immigrants to S. Paulo may enjoy. In their hours of leisure, and if tiger, or *para* hunting does not satisfy their venatorial proclivities, they can join a police force and hunt negroes. Verily the province of S. Paulo contains everything to render the immigrant's life one of perennial delight.

PROVINCIAL NOTES

—The December receipts of the Macaé custom house amounted to 64,776\$301.

—Counterfeit "nickels" of 100 and 200 reis have been discovered in Tatuly, São Paulo.

—An epidemic of *bebi* is reported to have broken out at Victoria, province of Espírito Santo.

—The total number of deaths in Pernambuco during the past year was 3,023, against 3,389 in 1885, and 3,555 in 1884.

—The Pará provincial authorities are arranging to build a temporary lazaretto on Tatúoca island for cholera suspected travellers.

—The São Paulo municipal council (the new one) has finally voted to change the name of Rua do Onivider to Rua José Bonifácio.

—The December rainfall in the city of S. Paulo amounted to 276 millimetres. On the 26th of the month, the rainfall was 62 millimetres.

—The November revenue receipts entered at the São Paulo sub-treasury amounted to 1,907,711\$942 against 1,100,211\$736 in the same month of 1885.

—The losses sustained in Santos from the inundations last month are estimated at 200,000\$. Considerable damage was sustained by coffee dealers.

—The São Paulo police regulation of domestic service does not seem to be turning out as well as was expected. The *Diário Mercantil* of the 8th says there is a great scarcity of domestic servants.

—The new *abattoir* at São Paulo was formally inaugurated on the 5th inst. It covers an area of 7,056 sq. metres, and is said to be very conveniently arranged. It is located 5 kilometres out of the city to the south.

—The December receipts of the São Paulo post-office amounted to 11,642\$560 for the city and 26,490\$733 for the rest of the province, against 9,474\$400 and 23,923\$280 respectively in the same month of last year.

—A Minas Geraes paper says that recently nearly a *palm* (say 8 inches) of hail fell in the district of Volta Grande in that province. No small hail-fall, and almost equal to the half-pound stones produced in S. Paulo.

—They grow large swine in Rio Grande do Sul. A daily colleague says that a hog was recently killed in Pelotas that measured 12 *palmos* (8 feet) and weighed 25 *arrobas* (500 lbs.). Good sized *porco* that.

—There seems to be a regular *vendetta* in the interior of Pernambuco. A party of 10 men who had been implicated in the recent fight at Jatobá were found in a cave and all killed. Why, or by whom, does not seem clear.

—The *Diário de Santos* gives the receipts of coffee at Santos during the six months ending 31st December last as 1,529,055 bags, against 1,039,976 bags in the same period of 1885. The exports are stated to have been 1,203,202 bags, against 895,811 bags in 1885.

—The minister of agriculture has granted an authorization to the Sociedade Promotora de Imigração de São Paulo for the introduction of 500 families of European immigrants for diverse plantations in that province, the government to pay their full passages as soon as proofs are shown that they have been established as laborers. There is nothing like having a truly paternal government.

—The overflow of the Rio Tietê, this year, at São Paulo, is said to have been unprecedented, on account of the heavy rains. Many houses along the river and situated on low grounds were invaded by the water from the river. The river rose higher than in the great inundation of 1868. Dr. Conto Magalhães, who lives near the *ponte grande*, is said to have been fishing in a boat over his own cabbage beds.

—A considerable number of cases of yellow fever are reported from Pará.

—The receipts of the Santos custom house from July 1st to December 31st, 1886, amounted to 1,433,916\$206, against 904,862\$452 in the same period of 1885.

—According to the latest statistics the province of Maranhão has a slave population of 60,527. And, by the way, how is it that we hear so little about emancipations in that province?

—It is announced by cable that 762 emigrants have embarked at Madeira on the German steamer *Hannover* destined for the province of São Paulo. It is to be hoped that something will be done for their reception at Santos.

—According to the Rio Grande papers the *cordão sanitário* at Sant'Anna do Livramento is nothing but a sham, the military being accustomed to constantly issue passes to their friends. Persons cross from Uruguay into Rio Grande every day.

—The *Jornal do Commercio* of the 9th says that in the middle of last month shippers of produce in Pernambuco to the southern ports of the empire, could not dispose of their exchange, whereupon the Bank of Brazil here sent 500,000 to the afflicted city and the authorities authorized the treasury agency there to hand over to the bank's agents any balance left over on the 31st ult. There is nothing like centralization.

—It would seem from the official report of the president of Pará that that province is offering exceptional inducements to immigrants in the way of free passages and cheap lands with definite titles. Their lots [330 x 300 metres] will be measured at once, and a title for same given when the immigrant takes possession. The cost of the lot will not exceed 35\$, and the immigrant will have five years to pay it in. Besides that the province will pay them wages for four months! Liberal, surely!

—A young man named Eloy Pompilio Ferreira, the son of a planter, recently purchased a small plantation near Batataes, São Paulo, and with it a number of slaves. These latter he treated so brutally that one of them, a slave woman, attacked him with a hatchet on December 30th and killed him. She says she did it to release her husband and children from the barbarous punishments inflicted upon them. It is said that her husband was stretched upon a cross, where he remained eight days.

—It is curious to note that the Emperor's words of counsel to the Piracicaba vicar "to oppose the Protestant propaganda," have hardly got cold before a storm of persecution has set in which must end in trouble. In Pará a bitter attack has been made on a Methodist clergyman because of his attitude on the question of marriage. In Piracicaba many Catholic parents have been compelled to take their children out of the Protestant school. And in Paraná, two Presbyterian clergymen have been stoned and their religious services broken up. The enthusiasm of his subjects should fill the Emperor's heart with joy.

RAILROAD NOTES

—The November traffic receipts of the Macaé and Campos railway were 121,110\$520. Expenses are not published.

—The directors of the Leopoldina railway have decided to grant gratuitous transportation to immigrants and their luggage.

—Decree No. 9,695 dated 8th inst. declares lapsed the concession granted the Natal and Nova Cruz railway for building a branch to Ceará-mirim.

—The fiscal engineer of the S. Paulo and Rio railway will strain himself, if he does not mind. The report of the July traffic is dated December 24th.

—The traffic receipts of the Minas and Rio railway for the first half of 1886 were 227,569\$270 and expenses 225,458\$900, leaving a balance of 2,110\$370.

—The December traffic receipts of the Leopoldina railway were 142,972\$110, of which 43,155\$210 from passengers and 78,854\$180 from goods. Expenses are not given.

—On the 6th inst. a section of the Espírito Santo and Caravellas railway was inaugurated. The inhabitants of Itapemirim, as is usual, became hysterical over the occurrence.

—Traffic has been resumed on all the São Paulo railways which were interrupted during the recent heavy rains. On many lines, sections of the road were under water for several days.

—The Oeste de Minas railway is said to be the cheapest yet constructed in Brazil. From Sítio to S. João d'El Rey the kilometre cost was 22,600\$, and it is hoped that the cost of the extension now constructing will not exceed 19,000\$ per kilometre.

—The minister of agriculture on the 4th advises the president of Bahia that he had marked six months for the completion of the Bahia Central railway. The extension of three kilometres to Chapada Diamantina need not be constructed, but 129,000\$ will be deducted from the guaranteed capital.

—The minister of agriculture has instructed the directors of government railways and the fiscal engineers of those enjoying interest guarantees to organize their statistics according to forms sent them by the department. Now let the minister inform these directors and engineers that the reports are to come in more promptly than heretofore, and stride in advance is made.

LOCAL NOTES

—The broken cable communications to the south have been re-established.

—The expensive and foolish preparations for Carnival are already begun.

—Another daily organ is announced under the title of *O Tempo*. Its capital of 50,000\$ has all been subscribed.

—"Lunatics abroad and in France" is the latest novelty of the *Diário Official*. How about the lunatics at home?

—At a banquet given here on the 2nd inst., British commerce, as represented by two directors of a Brazilian bank, was toasted.

—The *Diário de Notícias* got off a neat one the other day. A stammerer wanted *ipeacachana* and commencing with *ip-ip-ip*, the chemist completed the remark with "hurrah!"

—A looker-on sees most of the game, and if a Portuguese says free trade is a sophism of course he must know, for Portugal is certainly out of the commercial game.

—It seems now settled that the Crown Prince of Italy will go to Jerusalem. After his arrival at the Holy City, the Havas agency will probably let us know what he is doing.

—The Uruguayan government has prohibited carnival festivities in the city of Montevideo. Good for Uruguay! When will Brazil be wise enough to enact a similar prohibition?

—The recently elected city council was sworn in on the 7th and disagreements immediately ensued. The next four years are likely to be lively in our municipal councils.

—Mr. Ernesto Greve, the well-known coffee broker has sent us his tables of receipts of coffee for the year 1885. Mr. Greve makes the receipts 3,510,333 bags, or a few bags less than we do.

—An English concert and sociable, in connection with the Sunday-school, is to be held at the Methodist Church, Largo do Cattede, this evening (January 14th). A general invitation is extended.

—On the 5th Sr. Garcia, living in Paula Mattos, retired after carefully placing his revolver at his bedside. A thief entered his apartment and carried off what he pleased, including Sr. Garcia's revolver.

—The persistent attacks of the general government on the municipality are at last attracting attention. The municipal authorities might just as well be appointed by the minister of empire and the expense would be less.

—It would be interesting to know who is the controller of truths regarding police affairs. *O País* makes the most serious charges, which are calmly denied by the authorities. There must be one of them wrong, but which?

—We see by the *Gazeta de Notícias* that a new daily is to make its appearance on the 18th under the title of "*Lombard's Street*." As the new paper is to be a commercial organ, we suspect that there is an intention to call it "*Lombard Street*."

—The minister of agriculture has authorized the purchase of a barge in Europe for the work of dredging an approach to the Gamboa maritime station. It would appear that the minister is not altogether satisfied with inland wharfs and store-houses for shipping coffee.

—The minister of agriculture is a sportsman, and will understand us when say he had "a walk over" in the S. Paulo senatorial election. The province has completely changed its political opinion since Sr. José Bonifácio was elected senator in 1879. However, elections generally go with the ministry.

—The *Jornal* having sharply criticised the delay in deciding the garbage question here, the Baron who inspects generally the question of public hygiene "gets on his car" and says that the first proposals were only refused in May, and that there has not been time to investigate the question.

—*L'Isola del Fiori* has been photographed and these pictures with polyglot explanations are to be affixed in Brazilian consulates, on board transatlantic steamers, and generally used to promote the immigration propaganda. We may mention that the Flowery Island is the government immigrant station.

—A man took 8 months and 4 days to come down here to complain to the government that some one in Piahy had stolen his cow! He has eight children; but what connection his family have with the "cow case" we do not know, nor can we understand why he should have to come so far for so trifling a matter.

—*Consta*, now, that a doctor in the country recently received a letter of the following tenor: "Most illustrious doctor and friend. The bearer takes to Your Lordship a basket of oranges, of which, as I must give them to the pigs, I send the best, to Your Lordship." The story may be apocryphal, but it is amusing.

—We omitted to mention in our last that the eminent ex-republican, Counselor Lafayette Rodrigues Pereira has returned to Rio. If we mistake not, he has been absent from the country for some time on a special mission to Chili, though the newspapers have failed to give us any definite information about the matter. It is presumed that the mission was of a private character as no public results are announced.

—Still another election is to be held for the vacant chair among the municipal 21.

—*Reynart* seems to be the Portuguese for Key West, in the columns of our commercial contemporary.

—On the 8th the ports of Chili were declared suspect. The recent telegrams from the west coast show that the cholera had invaded Chili.

—The minister of empire on the 8th orders that all barrels of artificial wine shall be branded with red hot irons, so that the health authorities may know which is which.

—A third new venture on the treacherous sea of Rio journalism is to be called *As Novidades*. It will be a morning paper, and will be devoted to ——— prolonging its existence.

—A most unhappy quarrel has arisen between the relations of a Senator and those of a deputy for Minas Geraes. Sticks have been used and the bad language is making the atmosphere perfectly *azul* up there, as Mr. Wells would say.

—The editor-in-chief of the *Jornal do Commercio*, Dr. Luiz de Castro, has had the great misfortune to lose his mother, who had reached the advanced age of 84 years. In union with the whole newspaper press of the city, we beg to offer our sincere condolences.

—It is said that 750,000\$ of stock in the new flour mill enterprise have been taken in this market. We may now expect to see the duties on flour raised in order to protect this exotic national industry. By the way, why not import foreign grapes to make national wine?

—It has been suggested that two of our most voluminous colleagues offer themselves for a large scale experiment of the new process of manufacturing gas from adipose tissue. We can hardly second the suggestion, for our colleagues require all their illuminating stores for other purposes.

—The government has placed a credit of 4,575 francs at the disposal of the Brazilian legation in Brussels to pay the passages of those Belgian emigrants who have disposed of their property to come to Brazil. But if they had property to sell, how is it that they can not pay their own passages?

—The Belgians want to publish the customs tariffs of the world, that comparisons may be made and merchants generally informed on this important question. Brazil will give them some trouble, for the changes here are so frequent and the tariff so complicated that one must be born a "cofeleiro" to make head or tail of the tariff.

—A regatta was held at Paqueta a short time since, on which occasion some naval cadets took possession of the premises, insulting people, destroying property and trying to imitate the "cow-boy" of Texas as near as a horse marigold can. The naval authorities are inclined to treat the escapade with becoming leniency.

—The sanitary authorities of the port and city have at last succeeded in accomplishing one important object — the adoption of distinctive uniforms. No one will ever be able to know how much anxious thought has been bestowed upon this matter. The next problem to be solved will probably be that of getting unlimited free passes on the tramways.

—We unfortunately printed our first calendars in the colors chosen by the port health authorities for their uniforms. There was none of that concealed malice intended with which we are so often charged. Blue and violet with gold lace and buttons, or silver ditto, ditto, are becoming good-looking people and we ought to be loyal to the port health board.

—Is it not a little presumptuous for Sr. Manoel Maria de Carvalho, who has so signally failed in his administration of the bureau of "public lands and colonization," to now offer a sovereign remedy for the sanitary necessities of this city? His plan, as might be imagined, is nothing less than the removal of the imperial capital to some other point, which he calculates will reduce the population so that the small part left can more easily be kept in a proper sanitary condition. If the removal of the capital to the interior of Goyaz will relieve us of all political parasites, then let it be done at once; but not for sanitary reasons.

PUBLICATIONS RECEIVED.

Beri-beri in Brazil by Horace M. Lane, M. D. Re-printed from *Beri-beri Medical and Surgical Journal*. This little monograph is the result of investigations made by Dr. Lane during the past year in two voyages up and down the coast which gave him an excellent opportunity to study the disease in places where its ravages are becoming most serious. He finds that this strange disease is not new in Brazil, but was known in Maranhão during the first half of the last century. He considers it to be the veritable *beri-beri* of India. His observations on its peculiarities and its singular geographical limits are most interesting. Though not an exhaustive study of the disease, this little monograph is an important contribution to its bibliography, and will, we trust, lead to further investigations in a field still comparatively unknown.

A Procellaria, a new Sunday paper of S. Paulo under the editorial management of J. Ribeiro. As our new colleague, to whom our congratulations are offered, is devoting his columns to literary and social discussions, we are afraid his title *A Procellaria* ("The Storm-bird") is a little ominous. Are we to believe that a storm is impending?

Ada e Volta, by F. M. Gidma, Rio de Janeiro, Typographia Perseverança, 1887. Mr. Gidma has given his impressions of a voyage from Rio to England and a return through Spain to Lisbon. To tourists who are visiting Europe for the first time, this little work will be of utility.

Elsewhere:

Jan. 4 Port Natal Br by *Sunolup*..... 9,300
 5 Port Elizabeth Swed bk *Mayagretta*..... 5,000

Receipts for the past ten days have averaged 3,533 bags per day, against 4,668 bags for the preceding twelve days.

The daily average since the 1st inst. has been:

3,091 bags
 against 6,783 in 1886
 " 7,647 " 1885
 " 7,731 " 1884
 " 7,380 " 1883
 " 7,710 " 1882
 " 9,876 " 1881

Brokers' quotations this morning were:

	per 100 lbs.	nominal	per 100 lbs.	nominal
Washed.....	do	do	do	do
Superior.....	68 50	9 50	9 50	9 50
Good first.....	6 50	9 00	9 00	9 00
Regular first.....	6 50	9 00	9 00	9 00
Ordinary first.....	5 50	8 00	8 00	8 00
Good second.....	5 50	8 00	8 00	8 00
Ordinary second.....	5 50	8 00	8 00	8 00
Capitania.....	nominal	nominal	nominal	nominal
Ecotina.....	4 20	4 50	6 00	6 00

Stock was this morning estimated to be 177,000 bags.

Vessels loading and to land.

	bags
New York Amer str <i>Albion</i>	14,000
do Amer bk <i>James A. Borden</i>	8,400
do <i>Albion</i>	10,200
do Br str <i>Albion</i>	10,000
Baltimore Amer bk <i>Julia Rollins</i>	14,000
do Amer lug <i>Spotless</i>	6,000
New Orleans Br str <i>Nasvich</i>	17,000
Galveston Br bk <i>Jane Harvey</i>	5,000
Hamburg Gt bk <i>Christine</i>	5,500
Antwerp <i>Gr str Kelp Fr. Wilhelm</i>	1,500
Trieste Br str <i>Author</i>	6,000
do and Genoa Br str <i>Gargel</i>	3,000
Mediterranean Fr str <i>Breague</i>	4,000
do Aust str <i>Stefanie</i>	—
Ital str <i>Tidet</i>	—

DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.

	Jan. 4	Jan. 5	Jan. 6	Jan. 7	Jan. 8	Jan. 9	Jan. 10	Jan. 11	Jan. 12	Jan. 13	Total
Receipts	3,468	3,466	3,424	4,672	4,416	4,279	4,282	4,284	4,358	4,359	42,790
Sales U. States	—	—	—	13,658	11,153	—	7,000	21,101	14,660	14,660	70,530
Europe	—	—	—	2,930	3,170	—	6,335	—	—	—	12,500
Other	—	—	—	—	—	—	—	—	—	—	—
Stock	31,000	34,000	38,000	39,000	39,000	39,000	39,000	39,000	39,000	39,000	39,000
Average price	8,700	8,700	8,700	8,700	8,700	8,700	8,700	8,700	8,700	8,700	8,700
Exchange on London	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
Freight per sack	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2

CROP PROSPECTS.

Diario de Noticias, Jan. 5.

The new coffee crop is estimated at 2,000,000 bags only. It is to be presumed that the diminished production will be compensated for by a corresponding advance in price.

L'Etoile du Sud, Jan. 5.

As we have said we publish the information with all reserve, for if it is accepted as correct, we cannot estimate the next crop at over 2,500,000 bags for Rio de Janeiro and 1,500,000 bags for Santos.

Formai do Commercio, Jan. 3.

It is generally known that the prolonged drought and the severe cold considerably damaged the 1885-86 coffee crop. The information that we have carefully collected does not authorize us to estimate the crop at more than 2,500,000 bags. If later on, anything should occur to make us modify this estimate, we will immediately communicate it to our readers.

Imports.

With the exception of Flour and Maize our receipts have been moderate and the markets have been very dull. Brokers report the movement insignificant. The dealers in flour are becoming a feature in the market as importers and while receipts have been some 28,000 bls. since our last report, brokers report no increase in first hand stocks. The cargoes of Indian corn held at the quarantine station are commencing to arrive, and prices are likely to go lower.

Flour—Receipts since our last report have been:

Spotless—Receipts since our last report have been:
 Codons..... 3,000 bls.
 Crystal..... 1,000 " "
 Chesapeake..... 300 " "
 Locust..... 300 " "

Anna, from Richmond:
 Haxall..... 1,550 bls.
 Chesapeake..... 900 " "
 Clara..... 650 " "

Julia Rollins, from Baltimore:
 Crystal..... 1,750 bls.
 Silver Spring..... 1,500 " "
 Codons..... 1,500 " "
 Anby..... 750 " "
 Chesapeake..... 350 " "

Reland, from New York:
 Noblesse..... 1,000 bls.
 Alcantara..... 1,046 " "
 Jewell..... 1,000 " "
 Canilla..... 500 " "
 Radiante..... 500 " "

Luxor, from Chili:
 Crystal..... 1,500 bls.
 Codons..... 1,500 " "
 M. Vernon..... 795 " "
 Silver Spring..... 695 " "

Edward Johnston, from Baltimore:
 Codons..... 1,500 bls.
 M. Vernon..... 795 " "
 Silver Spring..... 695 " "

Stefanie, from Fiume:
 Victoria..... 1,500 bls.
 Lovisa..... 350 " "
 SSSP..... 268 " "

Albion, from United States:
 Castleton..... 750 bls.
 M. Vernon..... 500 " "
 Mighty Dollar..... 500 " "
 Haxall..... 250 " "
 Chesapeake..... 250 " "
 Codons..... 140 " "
 Livingston..... 195 " "

Sales and withdrawals about 28,000 bls, and stock in first hands is estimated to be:

27,000 bls. American
 2,000 " Trieste
 3,000 " Chili
 32,000 bls.

Brokers report the market quiet, at the following quotations:

Trieste..... 15 500—17 500
 Richmond 1st..... 16 500—17 000
 do and..... 15 500—16 000
 Baltimore 1st..... 16 250—16 500
 do and..... 15 500—16 000
 Western Int. 1st..... 15 500—16 500
 Chili..... 14 000—14 500
 Rives Plate..... 15 000—15 500
 New Zealand..... nominal

Pitch Pine—Receipts nil and brokers report the market flat at 28 500—29 000 per dot.

White Pine—None arrived and the market is still quoted weak at 95—100 rs. per foot.

Spruce Pine—Nothing new to report.

Swedish Pine—No arrivals and market reported unchanged.

Kerosene—Without receipts the market is rather steeper, and we may still quote invoices at 58 500—59 000 per case.

Lard—Receipts are 2,450 c. 15 c. per *Julia Rollins* 25 c. per *Albion* and 1,000 kegs per *Edward Johnston*, from Baltimore. Broken quote today at 335—340 rs. per lb.

Rosin—There have been no receipts. Brokers continue quotations of 48 500—50 500 per bl. as to quality, and weight.

Indian Corn—The receipts from the Lazaretto are very large, and the market is lower again, say 38 500—40 000 per bag. Receipts are about 13,000 bags.

Beans—Receipts of foreign are 2,700 bags from Europe and prices are reduced, brokers quoting the market weak at 38 500—39 000 per bag.

Codfish—The *Montevideo* brought 1,600 cases from Hamburg and the *Constance* 2,489 packages from Gaspe. Last quotations were 16 000—17 000 for tuls, and 20 000—22 000 for cases, market nominal, and over supplied.

Hay—There are no receipts reported, but the brokers quote at 95—100 rs. per kilogram.

Cement—Receipts are 1,200 bls. per *Gargel*, 1,000 per *Julia Rollins*, 3,000 per *Flash Light* and 500 per *Yachero*, all from England. Brokers continue quotations, say: 48 500—50 500 for British, 45 500—48 500 for German and 38 500—40 500 for French.

Coal—Receipts since our last are:
 2,143 tons per *Pavina* from Cardiff
 1,115 " *Martin Luther* do

Rice—Receipts have been 900 bags per *Flash Light* and 500 per *Pavina*, from London and 700 per *Montevideo* from Hamburg. Invoices may still be quoted at 88 500—90 000 per bag.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

JANUARY 5.

BALTIMORE—Amer lug *Spotless*; 397 tons; Myrick, 37 ds; 4 hr to Phillips Brothers & Co.

RICHMOND—Nor bk *Anna*; 277 tons; Wingard; 52 ds; flour to order.

CARDIFF—Br ship *Parthia*; 1327 tons; Easton; 41 ds; coal to Wilson Sons & Co.

—Nor bk *Martin Luther*; 793 tons; Ameson; 43 ds; coal to Hamilton & Fero.

DUNKIRK—Fr ship *Valparaiso*; 1230 tons; Damies; 41 ds; tuls to G. Potey, Robert & Co.

SERGEI—Port bk *Lidador*; 177 tons; Moraes; 8 ds; sundries to order.

BRISBANE—Br lug *Flash Light*; 570 tons; Dexter; 44 ds; sundries to Macell & Cané.

JAN. 7.

LISBON via Bahia—Nor lug *President Harbise*; 330 tons; Nielsen; 60 ds; salt to C. W. Gross & Co.

JAN. 8.

BALTIMORE—Amer bk *Julia Rollins*; 586 tons; North; 49 ds; sundries to Francisco Clemente & Co.

JAN. 9.

NEW YORK—Br lug *Reland*; 344 tons; Fumayron; 56 ds; flour to order.

JAN. 12.

BALTIMORE—Amer lug *Edward Johnston*; 380 tons; Warren; 40 ds; sundries to order.

JAN. 13.

GASPAR—Br bk *Constance*; 156 tons; Davey; 50 ds; codfish to Magalhães & Bastos.

DEPARTURES OF FOREIGN VESSELS.

JANUARY 4.

LISBON f.o.—Nor bk *Nymphon*; 316 tons; Wilhelmssen; coffee.

SOUTH WEST PASS—Br ship *Governor Willmet*; 1610 tons; Clark ballast.

PENASCOLA—Nor bk *Heleus*; 1126 tons; Gjertsen; do.

PENAMBUCO—Nor bk *Eberhol*; 455 tons; Reinertsen; do.

VICTORIA—Nor bk *Gjendin*; 276 tons; Waldhusen; sundries.

JAN. 5.

BALTIMORE—Br bk *Campanero*; 275 tons; Kiehne; coffee.

EAST LONDON—Nor lug *Ferben*; 271 tons; Larsen; do.

PORT NATAL—Br bk *Sunolup*; 149 tons; Butel; do.

JAN. 6.

BARBADOS—Br bk *Campele Glen*; 498 tons; Webster; ballast.

PENAMBUCO—Br bk *Arbans*; 402 tons; Dakin; do.

—Amer lug *J. W. Dresser*; 575 tons; Parker; do.

MACEIO—Amer bk *George Treast*; 611 tons; Treast; do.

ARACAJU—Port bk *Servila*; 130 tons; Silva; do.

JAN. 7.

BELIZE—Dan bk *Marcello*; 351 tons; Sauer; ballast.

MARANHAO—Port bk *Archeus*; 576 tons; Monteiro; do.

—Port bk *Maha*; 275 tons; Sarmiento; sundries.

JAN. 8.

PORT ELIZABETH—Swed bk *Margaretta*; 331 tons; Carlson; coffee.

NEW ORLEANS—Br bk *Agnes Sutherland*; 1134 tons; Marine; ballast.

JAN. 9.

BARBADOS—Br bk *Lauretta*; 573 tons; Davies; ballast.

BAHIA—Nor bk *Crown Prince*; 937 tons; Wetlesen; do.

RIO GRANDE DO NORTE—Fr bk *Charité*; 259 tons; Decosse; ballast.

JAN. 10.

NEW YORK—Br bk *Ned*; 866 tons; Blais; ballast.

PENASCOLA—Br bk *Argus*; 1077 tons; Craigie; do.

PENAMBUCO—Br bk *Dienstfahrt*; 863 tons; Fulton; do.

BAHIA—Amer bk *Yachero*; 770 tons; Jordan; do.

VICTORIA—Nor bk *Tomas Rein*; 158 tons; Rothje; sundries.

JAN. 11.

KAY WEE—Br bk *Lennie*; 1005 tons; Swanson; ballast.

PENAMBUCO—Swed bk *Nordhau*; 214 tons; Hjancken; do.

NEW YORK—Nor bk *Cato*; 480 tons; Andressen; coffee.

JAN. 12.

BALTIMORE—Amer bk *Alice*; 300 tons; Gayle; coffee.

VALPARAISO—Fr bk *National*; 754 tons; Oyanuagie; ballast.

BARBADOS—Br schr *Zephyr*; 140 tons; Ellis; do.

JAN. 13.

BAHIA—Amer bk *Daisy*; 424 tons; Nasle; ballast.

CLEARED AND READY FOR SEA.

PENAMBUCO—Br bk *Eben*; ballast.

—Amer bk *Shawmut*; do.

BAHIA—Amer bk *Yachero*; do.

MACEIO—Br bk *Nymphon*; do.

FREIGHTS AND CHARTERS.

We may report the following charters since our last:

Amer bk *Albion*, coffee to New York, 176; Br bk *Jane Harvey*, coffee to Galveston, 1250; Swed bk *Thre*, coffee to Port Elizabeth, 1300; Br bk *Zingara*, salt hides to Channel f.o., 304; Amer bk *John R. Shoupe*, Amer bk *Ada Gray* and Amer bk *Daisy*, sugar from Bahia to United States direct, 304, Boston or Halifax, 246. Ger bk *Marve* P.O. Penambuco to Channel, or Elsinore, 100, cotton, 86 per bale to 19 cubic feet. Br bk *Neumpha*, cotton from Maceio to Liverpool, 716 d. Br bk *Sunolup*, cotton to Rio Grande do Sul, 84500 per ton.

Freights—steamers:

New York..... 400—500 per bag

London..... 500 per ton

Liverpool..... 300 do

do..... 500 do

Hamburg..... 350—400 do

Havel..... 600 fcs do

Marselles..... 600 fcs do

Genoa..... 600 fcs do

United States, North..... 150—175 per ton

do South..... nominal 175—200 do

Chambers f.o. { nominal 300—350 do

Lisbon f.o. { nominal 300—350 do

VESSELS AFLOAT & LOADING FOR RIO.

Anna Maria..... Liverpool 1 Dec.

Ada J. Bonner..... Baltimore 3 Dec.

An Sable..... New York 13 Dec.

Albion..... Richmond 19 Nov.

Brothers..... Gaspe 19 Nov.

Calabria..... Brunswick 19 Nov.

Charles Cox..... Antwerp 7 Dec.

Cello Chief..... Cardiff 7 Dec.

Casta Lobo..... Oporto 8 Dec.

Chrysolite..... Liverpool 13 Dec.

Carrie Delap..... Puget Sound 13 Dec.

Chorobeg..... Pensacola 13 Dec.

Dora..... Liverpool 14 Dec.

Dora Pedro II..... Baltimore 14 Dec.

Dictator..... Cardiff 14 Dec.

Dawn..... Paspheac 7 Oct.

Edith Mary..... Baltimore 18 Oct.

Edith Mary..... Baltimore 18 Oct.

Ferdinand..... Satilla River 18 Oct.

Gillett..... Pensacola 18 Oct.

Gillett..... at Plymouth 18 Oct.

Herzog Oscar Frederik..... Brunswick 18 Oct.

Hermann Lehnkuhl..... Cardiff 14 Dec.

Ida..... Antwerp 14 Dec.

Heros..... Brunswick 14 Dec.

Hornet..... Richmond 14 Dec.

H

GOVERNMENT AND PROVINCIAL BONDS

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THOMAS NORTON'S
OLD REGULAR LINE OF SAILING PACKETS
BETWEEN THE
UNITED STATES AND BRAZIL PORTS
Established in 1865
Loading Berth; Covered Pier No. 17, East River.
For Freight and General information apply to
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Agents in Rio de Janeiro
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Established 1782

Agent in Rio de Janeiro
E. W. May,
RUA DO GENERAL CAMARA No. 2,
Corner of Rua Visconde de Itaboraity.

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Agents for the Empire of Brazil
Norton, Megaw & Co.
No. 87, Rua 1^a de Março, Rio de Janeiro.

THE MARINE INSURANCE COMPANY LIMITED.

Capital..... £1,000,000 sterling
Reserve fund.... £ 440,000 "

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RUA DO GENERAL CAMARA No. 2,
Corner of Rua do Visconde de Itaboraity.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON. FIRE AND MARINE.

Fire Risks Marine Risks
Authorized 1870 Authorized 1884.

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No. 2 Praça das Marinhãs.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.

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Accumulated Funds.... £5,245,104

Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

John Moore & Co. agents.

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Swanwick & Gordon,
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LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.
UNDER CONTRACT WITH THE
BELGIAN AND BRAZILIAN GOVERNMENTS.

January Departures:

To New York:
[Every Saturday]

Humboldt [Loading in Santos]... Jan. 6th
Lupine..... " 15th
Others..... " 22nd
Euclid [Loading in Santos]... " 29th

To Southampton:

--- } Taking mails only via } Jan. 24th
 } *Ilha Grande*..... " 28th

For Other Ports:

Tycho Brahe River Plate..... Jan. 1st
Namptk New Orleans..... " 15th
Stemmen London..... " 15th

To Rio Grande Ports:

Cavour..... Every
Chatham..... Wednesday
or Canning.....

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For freight and passages apply to
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CARRYING THE U. S. AND BRAZILIAN MAELS

SAILINGS FOR NEW YORK
ADVANCE, Capt. Lord, 9th Feb.
FINANCE, Capt. Baker, 8th Mar.
ALLIANÇA, Capt. Beers, 31st "

The fine packet
ALLIANÇA,

to her return from Santos,
will sail about January 21st at 10 a. m. for
NEW YORK

calling at
Bahia, Pernambuco, Maranhão,
[entering the two last named ports]
Pará, Barbados and St. Thomas

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To New York..... \$145 \$75 gold
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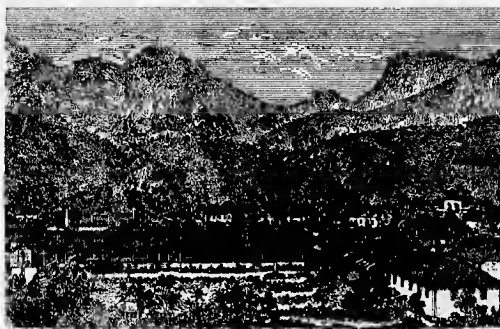
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No. 6, Praça do Commercio

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NOVA FRIBURGO

(PROVINCE OF RIO DE JANEIRO)



Director: DR. THEODORO GOMES.

This important establishment, which is situated in the picturesque and salubrious Organ Mountains, in the village of Nova Friburgo, four hours from Rio de Janeiro by the Camagallo Railway, offers facilities to foreigners for hydropathic treatment (*duchas*) by which the various diseases peculiar to the tropics can be resisted and cured.

Attached to this establishment is a large, first-class Hotel, surrounded by spacious verandas, gardens, shady walks, etc., suitable for summer residence and for convalescents.

ROYAL MAIL STEAM PACKET COMPANY.

Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES, 1887

Date	Steamer	Destination
Jan. 17	Trent....	Santos.
" 24	Newn....	Southampton and Antwerp, calling at Lisbon and Vigo.
" 31	La Plata....	Montevideo and Buenos Ayres.
Feb. 9	Trent....	Southampton and Antwerp, calling at Bahia, Maceio, Pernambuco, Lisbon and Vigo.

The fine and fast steamship *Maria Pia* will leave the Trapiçete Novo Ceto with passengers for Ilha Grande on 9th Jan. at 7 a. m. Baggage will be received up to 5 p. m. at above Trapiçete on the 22nd.

This Company's steamers leave Southampton on the 9th and 24th of every month and arrive in Rio de Janeiro on the 28th and 16th proceeding to the River Plate after the necessary delay. The latter also calling at Santos.

The homeward bound steamers continue to leave Rio on the 9th and 24th of every month. The former also calling at Santos.

For freight and passages apply to

E. W. MAY, Superintendent.
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(Corner of Rua Visconde de Itaboraity)

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ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

Rio de Janeiro, Pará, Pernambuco, Santos, São Paulo and Porto Alegre.

Capital..... £ 1,000,000
Ditto, paid up..... £ 500,000
Reserve Fund..... £ 100,000

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LONDON AND BRAZILIAN BANK, LIMITED.

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BRANCHES:

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Capital..... £ 1,000,000
Capital paid up..... £ 500,000
Reserve Fund..... £ 250,000

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Messrs. MAILLAT FRÈRES & Co., PARIS,

Messrs. J. H. SCHRÖDER & Co., HAMBURG,

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